

## Land Acquisition Begins Fall 2000

Many of the landowners in the 13-mile stretch from County KP to Middleton have been involved in the plat completion process, talking with designers and WisDOT at open house meetings, town meetings and sometimes individual site visits. Now the plats in this stretch are done and the new right-of-way has been, or will soon be, staked by surveyors to show property owners and real estate appraisers the impacts of the project on the property. (The plat for the project section from Sauk City to County KP is scheduled to be completed in April 2001.)

The District 1 Real Estate Section of WisDOT coordinates and oversees the activities needed to buy the land for the Highway 12 project. Following the right-of-way staking, appraisers make appointments to meet with landowners to appraise each property affected by the project. Property owners may accompany the appraiser on the inspection and point out unique aspects of the property including locations of wells, septic tanks and drainage fields where they may not be visibly marked. Appraisals are based on recent sales of properties in the general area of the project. The type of sale that will be used is based on the highest and best use of the property.



*Richard Strauss, WisDOT District 1 Project Manager and land owners at a March open house meeting.*

Once the appraisal has been completed, another meeting is set up between the property owner and the real estate agents to negotiate the appraisal and discuss any additional concerns. The timeframe for completion of acquisition varies considerably depending on the area of the project. The project schedule chart (see back page) gives an overall view of acquisition timeframes per section.

The main types of land acquisition are:

**Fee** - WisDOT acquires the full and complete acquisition of land, including all rights and interests that

run with the land.

**Access Rights** - WisDOT acquires the right to control the entrance upon and departure from a public highway.

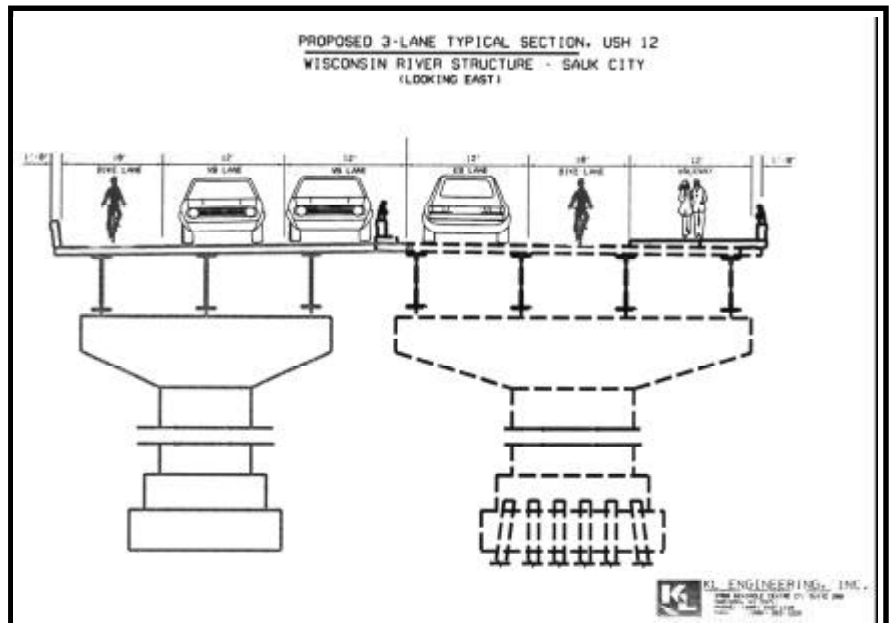
**Temporary Interests (TI)** - WisDOT acquires an interest in the land that is limited in purpose and ceases following construction. TIs are generally used for making the property compatible to the new roadway, such as replacement of driveway surfacing and matching lawns to slopes.

## Articles

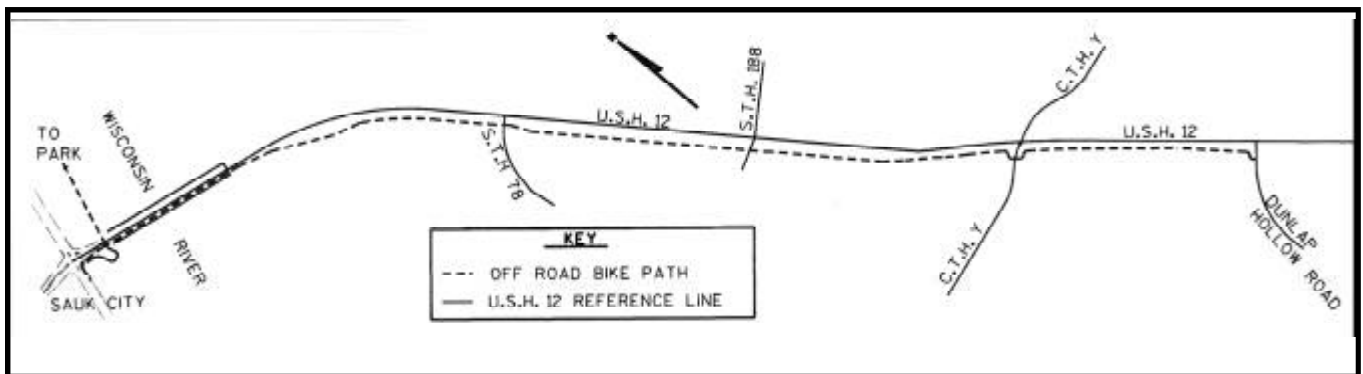
- Spring Rains Bring Flooding and Erosion Problems
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## Bike Path Link Enhancement in Sauk City

WisDOT and the village of Sauk City have joined forces to create a link from the village's recreational trail along the Wisconsin River to Hwy 12. The river path will pass beneath the Wisconsin River bridge and loop up to the intersection of Water Street/Phillips Boulevard at the south side. The path will continue along the designated two-way bike/pedestrian sidewalk on the south side of the bridge. Once over the bridge, the path continues along the eastbound side as an off-road path to Dunlop Hollow Road. The off-road path on either side of the bridge will be 10 feet wide, supported on a retaining wall near the river and will meet all design standards for bike paths and handicapped access. Pedestrian access to the village path along the



*The current proposed cross section for the Wisconsin River Bridge shows on-road bike accommodations next to traffic lanes and off-road bike/pedestrian accommodations on the raised sidewalk.*



*The off road bike accommodations for Highway 12 will link to Sauk City's bike path along the Wisconsin River.*

river from the small park on the north side of Phillips Boulevard will be provided by a new stairway. The two-way bike/pedestrian sidewalk on the bridge will be 12-foot wide (on-road cyclists will also be accommodated, see cross-section of bridge). With the river path connection, off-road bicycle and pedestrian accommodations will be available for over two miles.

### Pass It On . . .

Please share this newsletter with others who may be interested in the Highway 12 project. If you would like your name added to the mailing list for future issues, please contact:

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# Spring Rains Bring Flooding & Erosion

During the last weeks of May and into early June, the County P intersection area of Highway 12

was saturated with eight inches of rain in two heavy storms and another four inches in many smaller storms in the two week time frame.

This nearly one foot of rain

brought about substantial flooding and other problems for residents and road users alike, and not for the first time. The flooding in this low area and erosion problems on Springfield Hill, further west of Highway 19 West, has occurred a number of times over the years. These particular storms reinforced local concerns that the expansion of Highway 12 to a four lane divided roadway address the historical drainage and erosion problems in this area.

As part of the design process, ditches down Springfield Hill have been adequately sized and will be lined with heavy riprap to prevent the significant erosion of the shoulders and slopes seen during the May storms. The drainage study done as part of the design process found that, because of existing conditions and the changes brought about by the Highway 12 project, a detention basin will be needed. The study was coordinated with several

meetings with residents, local and Dane County officials to discuss the flooding problems.



*Flooding of Highway 12 at County P on June 1, 2000.*

Although the location of the detention basin has not yet been finalized, it will allow the following objectives to be met:

- Do not increase upstream flooding
- Do not pass existing runoff downstream more quickly
- Detain any additional runoff (caused by the project) and pass safely downstream
- Remedy changes to volume or timing of runoff within the project area. Once a location for the detention basin is selected, a change to the right-of-way plat will be needed. WisDOT will need ownership of the basin in order to maintain it.

## Fencing Along Highway 12

Fencing will be placed along Hwy 12 from the connection at the bridges over Hwy 14/ University Avenue to just south of County K. This is where Hwy 12 is the Middleton Bypass, a freeway facility with access only at interchanges. Chain link and woven wire fencing will be used.

No fencing will be placed for the rural 4-lane expressway from County K to Sauk City, *unless* the property abuts the planned bike path and the landowner requests a fence.

Two kinds of fencing will be offered, a split rail fence in front of residences, and a woven wire fence along fields or farmyards or residences (if preferred over split rail). Gates will be provided at field entrances. A fence is optional for properties abutting the bike path and outside the Middleton Bypass area.

If a fence is desired, WisDOT will pay for it. The cost will not be assessed during the real estate appraisal process. If a fence is used, it will be placed on the owner's land and become the property of the landowner. All future fence maintenance or replacements will be the responsibility of the landowner.

Construction permits to install the fence during road construction will be obtained during the real estate acquisition process.

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# Progress Report on Highway 12 Design

During the past nine months of 2000, the design team has:

- Completed roadway and drainage design to finalize right-of-way plats covering 75 percent of the 18-mile corridor.
- Finalized design for closure, rerouting or construction of new town roads intersecting the project.
- Completed hazardous material investigations at a number of sites throughout the project.
- Continued coordination of aesthetic treatments with the village of Sauk City for the bridge over the Wisconsin River and the newly

planned bike path connection on the Sauk City end of the bridge.

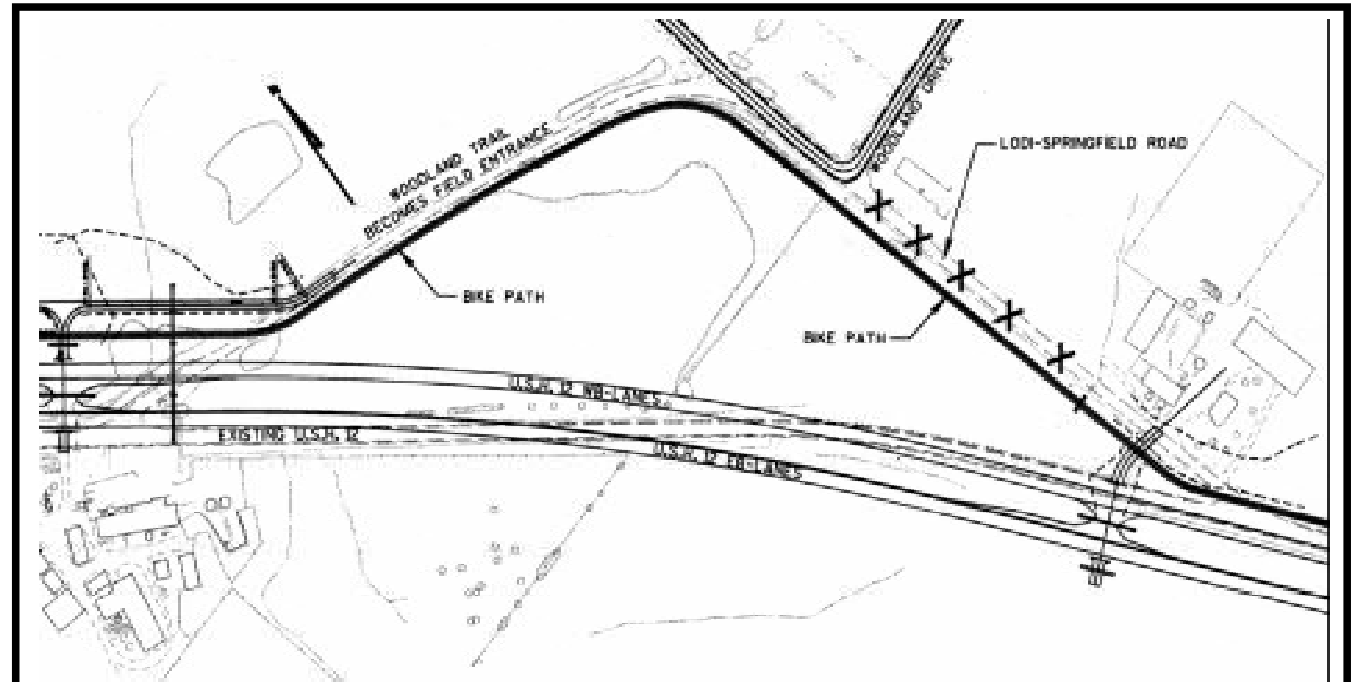
- Held a Public Information Meeting attended by over 250 people.
- Held nine open house meetings for the owners of approximately 200 properties between Middleton and Sauk City. Meetings were well attended by landowners interested in talking to designers and WisDOT about access and real estate impacts.
- Participated in numerous town board and plan commission meetings about project design, access and rezoning issues.

The Wisconsin DOT staff has:

- Progressed on 13 bridge designs for the Middleton Bypass and box culvert design elsewhere along the project.
- Hired real estate appraisers for the sections from Middleton to County KP.
- Real estate agents have started appraisals and discussions with many affected property owners, focusing first on properties that must be relocated.
- Web page for the Hwy 12 Project was made available in July. **[www.dot.state.wi.us](http://www.dot.state.wi.us)**

# Lodi-Springfield Road Connection to Highway 12 to be Closed

Early this spring the Town of Springfield Board requested the investigation of closing the Lodi-Springfield Road connection to new Hwy 12 as part of the project. Residents along Lodi-Springfield Road were invited to attend a March town board meeting to comment on the possible closure and came out in overwhelming support to remove a connection to the new 4-lane Hwy 12. The board voted to close access to Hwy 12 at an April 18, 2000 meeting. As a result, Lodi-Springfield Road will be connected to Woodland Drive as shown in the figure. The Hwy 12 bike path will take a slight detour away from the Hwy 12 corridor at this location and run



*The connection between Lodi-Springfield Road and New Hwy12 will be closed as part of the project.*

along existing Lodi-Springfield Road and Woodland Trail before reconnecting with the path parallel to Hwy 12. This realignment offers an easier bike connection to the local

road system at Woodland Drive and avoids siting the path at the bottom of a high rock cut along the new highway.

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## Middleton Roundabout Update

The Middleton Roundabout is the proposed method to keep local traffic moving safely and continuously without traffic lights at the intersection of Murphy Drive, Parmenter Street and Highway 12. Existing Highway 12 will become a local street (Business 12) following construction of the Middleton Bypass. Murphy Drive will pass under the Hwy 12 bypass to provide

a connection to the industrial park west of the bypass. As the bypass swings west at the bridges over University Avenue, a northbound off-ramp is planned to be the fourth connection point on the roundabout.

With the passage of the Middleton High School expansion referendum and approval of concept plans for new parking and access at the high

school, it was decided there should be a traffic study to determine if there would be impacts to the roundabout or the Parmenter/Lee Street intersection. Traffic counts in the high school area will be taken this winter to provide a baseline for traffic projections and the study will be completed by the end of the year. Design of the roundabout should be completed by next spring.